

Spaceport News

John F. Kennedy Space Center - America's gateway to the universe

http://www.nasa.gov/centers/kennedy/news/snews/spnews_toc.html



Delta ready for Dawn launch at Cape

A Delta II Heavy rocket is scheduled to lift NASA's Dawn spacecraft on its four-year flight to the asteroid belt on Sept. 26 from Cape Canaveral Air Force Station. Positioned at Space Launch Complex 17-B, the rocket is the strongest in the Delta II class and will use three stages and nine solid-fueled boosters to propel Dawn on its way.

The mission will be the 52nd launch for Kennedy Space Center's Launch Services Program, which is responsible for launch vehicle and spacecraft integration, as well as countdown management.

Dawn will study the conditions of two of the largest protoplanets remaining intact since their formations, Ceres and Vesta, located between Mars and Jupiter. Ceres is very primitive and wet while Vesta is evolved and dry. Scientists will study what role size and water play in determining the evolution of planets.

This will be NASA's first

purely scientific mission powered by three solar electric ion propulsion engines and will use what is considered the world's most advanced space propulsion technology.

The spacecraft will arrive at Vesta in September 2011 and at Ceres in February 2015.

In the Astrotech Space Operations facility in Titusville, a computer chip about the size of a nickel was bonded to a side brace on the Dawn spacecraft earlier this year. The silicon chip holds the names of more than 360,000 space enthusiasts worldwide who signed up during a "Send Your Name to the Asteroid Belt" campaign to participate in a virtual voyage to the asteroid belt.

Those interested in following the progress of the mission can visit the Solar System Ambassadors Program Web site at www2.jpl.nasa.gov/ambassador/index.html.



A DELTA II is readied at Space Launch Complex 17-B to carry the Dawn spacecraft to the asteroid belt. The rocket will use nine boosters.

Kennedy's Fire Station 2 opens at Shuttle Landing Facility

By Jeff Stuckey
Editor

The new 20,000-square-foot Fire Station 2 at the Shuttle Landing Facility recently opened to enable fire and rescue personnel to provide even better emergency response across the center.

Instead of the traditional ribbon-cutting ceremony, Associate Director of Business Operations Jim Hattaway marked the opening by cutting a steel pipe with a power tool at the Aug. 31 event. Members of KSC's senior management, emergency response administrators and construction crew

managers then performed a firefighting tradition, "housing of the station," by ceremoniously pushing the newest emergency vehicle into a high bay to signify the station is ready for service.

The new building, complete with 12 high bays, replaces the old Fire Station 2 located south of the Vehicle Assembly Building and the Mid-Field Fire Station at the Shuttle Landing Facility.

The station has the capacity to house 16 firefighters per shift, providing plenty of room where they can work, train, eat and sleep. Construction began in 2005.

Fire Chief Gerry Wimberly of

(See FIRE STATION, Page 5)



THE NEW 20,000-square foot Fire Station 2 located at the Shuttle Landing Facility was officially opened during an Aug. 31 ceremony.

Lugo moving to Glenn Research Center as deputy director

Ramon "Ray" Lugo III has been named the deputy director at NASA's Glenn Research Center in Cleveland. Lugo succeeds Richard Christiansen who retired in May.

Lugo currently serves as deputy program manager of the Launch Services Program at Kennedy Space Center.

"I had the opportunity to work with Ray during my tenure as deputy center director at Kennedy," said NASA Glenn Director Dr. Woodrow Whitlow Jr. "He's an outstanding engineer and a great strategic thinker with lots of energy. He will be a strong addition to the Glenn staff and the Ohio community."

Lugo expressed his excitement about the new position. "I'm looking forward to the broad challenges and the new responsi-

bilities I'll now have at Glenn, and of course, I will very much enjoy working with Dr. Whitlow once again," said Lugo.

As the launch services deputy program manager, Lugo is responsible for program execution, guaranteeing access to space for the delivery of on-time, on-orbit and on-cost launch assets satisfying governmentwide space transportation requirements.

Lugo began his NASA career at Kennedy in 1975 as a cooperative education student. His first assignment was in the Construction and Modifications Branch as an engineer responsible for construction modifications to Launch Complex 39A in preparation for the first space shuttle launch.

Since becoming a member of the Senior Executive Service in

2001, he served as the executive director of the Cape Canaveral Spaceport Management Office. Other leadership positions include director of Expendable Launch Vehicle Services, manager of the Facilities and Support Equipment Division in the Space Station Project Office, and chief of the Business Office of the Joint Performance Management Office.

Lugo has received numerous honors, including two NASA Exceptional Achievement Medals for contributions to the Galileo mission and the space station redesign and two NASA Outstanding Leadership Medals for his instrumental role in the Expendable Launch Vehicle Program transition.

Lugo earned a Bachelor of Science in engineering in 1979 from the University of Central



RAY LUGO will be the deputy center director at the Glenn Research Center in Cleveland.

Florida and a master's degree in engineering management in 1982 from the Florida Institute of Technology.

Leadership program preps Hawkins for NASA's future

By Jennifer Wolfinger
Staff Writer

As NASA completes the International Space Station and transitions to the Constellation Program, the agency will need proven leaders to accomplish every goal.

Those leaders, including Jeanne Hawkins, will guide the work force as it completes NASA's missions and will convey the relevance of these visions to the American public.

Hawkins, who supports project integration of the crew exploration vehicle at Kennedy Space Center, is a recent graduate of NASA's Leadership Development Program. The yearlong training broadens understanding of the agency and global issues for participants, and includes developmental assignments, a class project, individual coaching and seminars by NASA and non-agency leaders.

Class members are also required to complete a primary project lasting four to nine months, and a secondary project for one to four months, at various government and industry locations.

Hawkins' primary assignment was with the Space Shuttle



JEANNE HAWKINS (right), who currently supports project integration of the crew exploration vehicle at KSC, is awarded a certificate for completing NASA's Leadership Development Program from NASA Deputy Administrator Shana Dale at NASA Headquarters.

Program's Orbiter Project Office at Johnson Space Center as a technical assistant. Her secondary assignment was at NASA Headquarters, where she worked in the Exploration Systems mission directorate.

"The best thing was to gain an appreciation for the work that is done at another center," Hawkins said. "At JSC, where the Constellation and shuttle programs are

managed, the work is at a program level, whereas here at KSC we do the operations. The program is a great opportunity to gain this kind of insight and establish connections, which helps you and your center when you return."

To celebrate their completion of the program, Hawkins and 16 fellow graduates attended a ceremony at NASA Headquarters

July 31. NASA Deputy Administrator Shana Dale served as the keynote speaker and emphasized the importance of a leader's ability to create a culture that learns and educates, communicates and listens, and promotes diverse ideas and collaborative efforts.

Hawkins was selected for the program after participating in a series of interviews at the center and agency level. She joined NASA in 2002 as an integrated product team leader for facility design and project management. She has a Bachelor of Science in microbiology and a Master of Science in industrial engineering.

Candidates must be credible and competent, and demonstrate the ability or potential to ensure that goals and objectives are achieved in a timely and effective manner, receive feedback, take risks and make critical decisions, understand the center's and NASA's goals, lead teams, and build and maintain supportive relationships.

They must also be full-time NASA civil servants at a grade level of 13, 14 or 15 and willing to continue their service to the agency for three additional years.

Apollo 13 panel recounts lessons learned at Kennedy

By Steven Siceloff
Staff Writer

Houston wasn't the only place on Earth with a problem after an oxygen tank exploded on the Apollo 13 spacecraft.

The mishap brought attention to things that can go wrong at Kennedy Space Center, too — and what can be done quickly to fix them.

Avoiding such problems in the future was the goal of a panel of experts who nursed the stricken Apollo 13 capsule back to Earth. The discussion was assembled by KSC's Engineering Academy and took place Aug. 30 in the Training Auditorium.

Speaking to some of the engineers developing the Orion spacecraft and Ares rockets of the Constellation Program, the group gave its account of working through the perilous Apollo 13 mission and what they learned from it.

Bob Sieck, the former space shuttle launch director, was a test engineer for the command and service modules when Apollo 13 launched. He said the oxygen tank that eventually exploded offered a

series of signals before launch that engineers missed at the time.

Apollo 13 astronaut Fred Haise, who took part from Johnson Space Center in Houston, credited numerous improvements in the Apollo spacecraft with giving the crew a vehicle that could successfully weather a near-catastrophe.

For example, when the temperature dropped, water condensed throughout the wiring and circuits of the command module, but the miles of wires did not short out.

"We were saved, I'm guessing, by the Apollo 1 fire," Haise said.

The capsule had been extensively redesigned and rebuilt after a fire during a routine launch pad test of the spacecraft. Frayed wiring was blamed for sparking the fatal blaze.

Ernie Reyes, chief of the Preflight Operations Branch during the Apollo Program, said NASA was blessed during Apollo 13 with a wide network of agency and contractor experts that stretched across the country.

Tapping into that network, which was much more vast than depicted in the Hollywood account of the mission, was critical to saving the crew, he said.

"The lunar module was doing



A PANEL discussion on the lessons learned at Kennedy Space Center from NASA's Apollo 13 mission included, from left, Bob Sieck, Ernie Reyes and Bud Reynolds. Former astronaut Fred Haise also joined the discussion. The event was held Aug. 30 in the Training Auditorium.

something it was never designed to do," said panelist Bud Reynolds, who was the section chief of Apollo Flight Control Systems at KSC.

Although some in NASA envisioned Kennedy as a "service station" that was to simply fuel the rockets and launch them, Reyes said Kennedy's engineers have unique opportunities because they get to fix problems with actual

spacecraft.

The last piece of advice to the Constellation group was universal: keep it simple.

"Give (the crew) the tools they need to be successful, but don't overcomplicate the vehicle they are going to fly," Sieck said. "Fred (Haise) went to the moon with one computer that had less computing power than the Blackberry many of you have in your pocket."

Emergency Response Team: new name, same focus on safety

By Linda Herridge
Staff Writer

The former Special Weapons and Tactics team, operated by Space Gateway Support at Kennedy Space Center, has a new name. During a presentation at the KSC Range on Schwartz Road, the security team was officially renamed the Emergency Response Team, also called ERT, to more accurately describe its role at the center.

Protective Services Office Chief Mark Borsi said the new name was selected because it accurately reflects the team's mission and lines up with similar NASA teams.

The range is part of the NASA-KSC security training facility and provides a variety of classroom, information-technology-based,

simulated, and live firearms training to NASA contractors and civil servants. Others who train at the range include the NASA Office of the Inspector General and federal, state and local law enforcement agencies from around Central Florida.

"We do extremely important work here at KSC," Center Director Bill Parsons said. "We are charged with taking care of our assets, property and people to the best of our abilities in the safest way possible."

Borsi said KSC was the first NASA center with ERT capability, predating the terrorist attacks on Sept. 11, 2001. Now Marshall Space Flight Center in Huntsville, Ala., and Johnson Space Center in Houston have ERTs, with Goddard Space Flight Center in Greenbelt, Md., soon to follow.



CENTER DIRECTOR Bill Parsons (second from left) talks to members of the Kennedy Space Center Emergency Response Team.

Borsi said the ERT is trained to intervene in critical, potentially violent incidents in which workers are in jeopardy and may already be wounded. There are 34 ERT specialists, including supervisors,

with five members of the ERT on duty per shift plus their team leader. The team trains with firearms, protective shields and blankets, hardened vehicles, rappelling equipment and more.

When the shuttle heads west, Kennedy follows

By Steven Siceloff
Staff Writer

Dean Schaaf remembers the scene well: Hail was pummeling Space Shuttle Discovery and lightning leapt down from the clouds. Rain was deluging the runway and taxiway.

But it wasn't happening at Kennedy Space Center, located in a state renowned for its lightning and ever-changing summer weather.

This episode took place in the normally arid confines of Dryden Flight Research Center in the Mojave Desert at the conclusion of the STS-114 mission. The base sits on the perimeter of Edwards Air Force Base in California, about 90 miles northeast of Los Angeles.

And Discovery did not have a safe haven to seek shelter. So the vehicle kept its place in the metal gantry of the mate/demate device while the NASA and contractor crews took cover.

Landing on the West Coast isn't usually that challenging for NASA. In fact, Dryden has the same equipment as Kennedy to support landings, including the mate/demate rigging that allows an orbiter to be placed on top of a 747 carrier aircraft.

Fifty-one space shuttle missions have ended at Dryden, either on the dry lake bed or one of the concrete runways that crisscross



DRYDEN FLIGHT Research Center sits on the edge of a massive dry lake bed in California's Mojave Desert. Fifty-one space shuttle missions have ended at the NASA center, including last June's STS-117 mission when 200 Kennedy workers readied the shuttle for its return.

the expansive base. The latest was STS-117, which detoured to Dryden on June 22 after poor weather scrubbed chances to land at Kennedy.

The U.S. Air Force uses Edwards as a flight test base and its history includes such aeronautical milestones as Chuck Yeager's flight to break the sound barrier and all the X-15 missions. NASA bases a number of its high-performance aircraft used in research at the center.

Kennedy's interest turns to Dryden just before every shuttle

launch. Two days before the scheduled liftoff, a small team of NASA and contractor employees flies west to join the three-dozen or so permanent employees who manage ground equipment for the shuttle program.

Similar squads of 100 to 120 workers also depart for White Sands, N.M., and the trans-Atlantic abort sites in case the shuttle has to make an emergency landing soon after launch.

The first team dispatched to Dryden normally stays three to four weeks, depending on the mission length and whether launch opportunities scrub, Schaaf said. While workers dispatched to the abort sites typically get to return to Kennedy soon after a successful launch, those working at Dryden have to stay until the orbiter returns to Earth.

If a landing takes place at Edwards, more workers make their way to the West Coast to ready the craft for its return to Kennedy. About 200 Kennedy workers helped with STS-117 at Dryden.

Schaaf has worked at landing sites in most parts of the world, either for NASA or the Department of Defense landing-support groups. His office in the Launch Control Center is accentuated with photos and diagrams of runways in Gambia, Spain, France and

Morocco that NASA used to prepare for emergency landings. The agency readies only three abort sites now on launch day, one in France and two in Spain.

He recalled his first experience at Dryden. "I was impressed," he said. "I feel as prepared there as I do here."

Since Dryden has the gear, such as the specialized convoy equipment and trucks, to take care of an orbiter after landing, Kennedy's main duty is supplying the personnel to operate it.

If a landing at Dryden looks likely, the agency dispatches several dozen more workers to handle later phases of safing the orbiter, attaching the tailcone and rigging the shuttle on the top of the 747 for its ferry flight back to Kennedy. There are also other teams of Kennedy workers and an Air Force C-17 transport ready to fly to any airport in the world where the shuttle might land. Even if a shuttle mission ends at Kennedy, the team dispatched to Dryden stays a few days later to finish other work.

"Most of the time, I spend three to four weeks out there (for a mission cycle)," Schaaf said.

If an orbiter lands at Dryden, it typically takes about a week to get it mounted on the 747 and flown back to Kennedy.



DRYDEN IS the only center, other than Kennedy, permanently equipped to support many shuttle landing operations. The center is close to the Palmdale, Calif., factory where the orbiters were built.

Dextre ready to lend more than a hand

By Jennifer Wolfinger
Staff Writer

When trying to accomplish a difficult project or juggle multiple tasks, many people wish they had an extra hand.

Thanks to the Canadian Space Agency's Special Purpose Dexterous Manipulator, known as Dextre, International Space Station workers will now have two additional arms helping with space station construction and maintenance.

The third and final component of the Mobile Servicing System made its way to Kennedy Space Center's Space Station Processing Facility June 19 to be checked and configured for installation onto the Spacelab pallet. Dextre is scheduled to launch in February aboard Endeavour for the STS-123 mission.

Once at the space station, its assignments will include both preventative and unplanned maintenance of components, logistics tasks, and supporting the station's robotic arm, Canadarm2, by providing extra camera views and extra reach.

"Dextre will be the world's first on-orbit servicing robot with an operational mission, and it will lay the foundation for future space exploration capabilities," said



INSIDE THE Space Station Processing Facility (above), the third and final component of the Mobile Servicing System waits for its scheduled 2008 launch aboard Endeavour during the STS-123 mission. Thanks to the Canadian Space Agency's Special Purpose Dexterous Manipulator, known as Dextre, astronauts will now have two additional arms helping with space station construction and maintenance.

Mission Project Engineer Chuong Nguyen.

Dextre can remove and replace small exterior components of the station, load and unload objects, and attach and detach covers. It has advanced stabilization and precise handling capabilities, video equipment and a stowage platform. These capabilities will reduce the need for astronauts to perform certain spacewalks.

The manipulator, along with the other Mobile Servicing System components, is operated from inside the station, and Dextre can be attached to the end of Canadarm2, or ride independently

on the Mobile Base System and receive equipment from Canadarm2. With four cameras attached, it will also provide station crews with additional views of the work area.

Much like a human, Dextre pivots at the waist and its shoulders support two identical arms of seven joints that allow for great freedom of movement.

However, Dextre can only move one arm at a time to maintain stability, harmonize activities with the shuttle's Canadarm and station's Canadarm2, and minimize the possibility of self-collision. The immobile arm can

anchor to stabilization points on the station, as well.

The manipulator handles parts with a hand-like Orbital Replacement Unit/Tool Changeout Mechanism at the end of each arm.

The mechanism's parallel claws hold payload and tool handles with a vice-like grip. Each mechanism has a retractable, motorized socket wrench to turn bolts or mate and detach mechanisms. Combined, Dextre's features and delicate performance abilities allow the Canadian Mobile Servicing System to be a vital tool in maintaining the space station.

FIRE STATION . . . (Continued from Page 1)

Space Gateway Support thanked the team responsible for providing the new station.

"This project goes back to 1994 when we began planning for this facility," Wimberly said. "I want to give a special thanks to Mike Benik and Mike Stevens of Center Operations for their continued support and assuring we have outstanding facilities and the top-notch response equipment they have provided us over the years."

Hattaway told the audience these fire and rescue services continue to provide for the protection of the lives and

property at KSC, and are key in supporting the future of the Space Shuttle Program and NASA's future missions.

"The emergency responders deserve the best equipment and facilities we can provide, and they do a masterful job," Hattaway said. "We always strive to improve and provide for the safety and welfare of the employees at the Kennedy Space Center."

Jones, Edmunds and Associates of Titusville designed the facility and Rush Construction of Titusville was responsible for its construction.



TO MARK the opening of Fire Station 2, KSC senior management and emergency responders performed the "housing of the station" tradition of ceremoniously pushing an emergency vehicle into a high bay. This tradition means the station is ready for service.

Crawler Transporter 2 reaches 2,000-mile mark

By Linda Herridge
Staff Writer

Most cars and trucks hit the 2,000-mile mark on the odometer in just a few months, but it took about 40 years for Crawler Transporter 2.

NASA and contractor engineers and technicians cheered as the crawler marked the milestone on Aug. 21 during its return from Launch Pad 39A to its storage yard.

The unique vehicle is used to taxi spacecraft to Launch Complex 39 pads and is one of two massive transporters constructed in 1966 for the Apollo-era space program.

Russell Stoewe, a systems engineer in the Engineering Directorate, has worked on the crawlers since coming to KSC seven years ago.

"The pride we felt as we watched that odometer roll over was something special," Stoewe said. "It is a testament to the dedication of all the people who have worked on the crawlers."

Built by the Marion Power and Shovel Company in Marion, Ohio, the transporter has carried eight Apollo launch vehicles and 64 space shuttles during its travels to and from the launch pads. According to Stoewe, the company



EACH MEMBER of the crawler transporter team holds up two fingers to signify the vehicle's odometer reaching the 2,000-mile mark. The transporter has moved eight Apollo launch vehicles and 64 space shuttle stacks.

transported both crawlers in pieces to KSC and reassembled them at the center. The crawler transporters are the only two vehicles of their kind in the world.

The unique transporters each weigh 6.1 million pounds. Add the weight of the space shuttle on top of the mobile launcher and it increases to 18 million pounds, traveling slightly below one mile per hour. The entire process takes about six hours as a team of 18 to 20 NASA systems engineers and

United Space Alliance engineers and technicians ensure that each crawler reaches the pad as safely as possible.

Perry Becker, chief of the Shuttle Ground Structural Systems Branch, was the NASA system engineer for the crawlers for 15 years. Becker said when the crawlers were first designed and built, engineers were hoping they would get 100 miles or so out of each machine in support of the Apollo Program.

Stoewe said the crawlers are critically important to the shuttle program. "There are plans to use them for the Constellation Program, as well," he said.

The crawler transporter team is in the planning stages to prepare for upgrades to the giant vehicles, according to Stoewe. Future work will include improvements to the onboard power, structural reinforcement and hydraulic upgrades to support the Ares launch vehicles.

Rep. Weldon discusses work force transition efforts

By Jennifer Wolfinger
Staff Writer

Just as football players need cheerleaders and fans rooting them on, so does Kennedy Space Center.

When NASA nears completion of the Space Shuttle Program, the agency will enter a halftime full of planning and testing before the Constellation Program's crew and launch vehicles begin lifting off. One of NASA's influential supporters and fans, U.S. Rep. Dave Weldon, visited Kennedy Space Center Aug. 29 to share how he intends to advance the agency's prestige, budget and future.

Center Director Bill Parsons introduced Weldon by describing

him as a representative of KSC and its people for 12 years.

"He understands what we do here, where we come from and what retiring the shuttle means to us," Parsons said to attendees at the Operations Support Building II.

Weldon discussed some of the actions he already has taken or will take regarding the concerns of KSC's work force, such as possible layoffs. Some of these actions include submitting a plan in a House bill and meeting with powerful leaders such as NASA Administrator Michael Griffin, Parsons, union officials and Senate and House colleagues like Sens. Bill Nelson, Mel Martinez and Richard Shelby.



REP. DAVE Weldon addresses members of the KSC work force during a legislative update held Aug. 29 in the Operations Support Building II.

Weldon said changes with the space program would impact real estate, school systems, commerce and the opinions and fears of employees and the public.

"The public doesn't care if the people getting laid off are civil

servants or contractors, just that they're getting laid off. Preliminary reports just cover civil servants, but a real concern is contractors," Weldon said.

(See WELDON, Page 7)

Remembering Our Heritage

30 years ago: Never-ending odyssey of Voyagers began in Florida

By Kay Grinter
Reference Librarian

The infinite journey of NASA's Voyager planetary probes began 30 years ago in 1977 with liftoffs from Pad 41 on Cape Canaveral Air Force Station. Voyager 2 launched Aug. 20, with Voyager 1 following on Sept. 5.

These were the final missions for the towering 125-foot-tall Titan III-Centaur vehicle. The Martin Company manufactured the Titan rocket and General Dynamics built the Centaur booster.

The spacecraft were designed and managed by NASA's Jet Propulsion Laboratory, or JPL, at the California Institute of Technology. Their dependability and a rare planetary alignment permitted their four-year mission to Jupiter and Saturn to become a four-planet grand tour including the first

explorations of Uranus and Neptune.

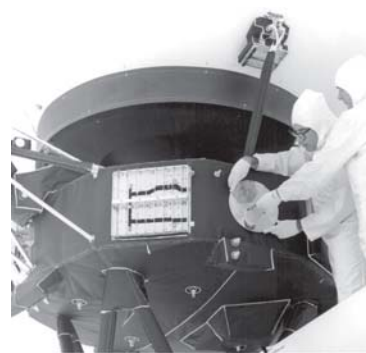
Jim Meyer was the NASA test controller in Kennedy's Expendable Launch Vehicles, or ELV, for the missions. "I was responsible for all the support documentation for both the spacecraft and vehicle, and scheduled the major tests including launch," he recalled from his summer home in Squamish, British Columbia.

"While at JPL with the team to present lessons learned from the Viking missions, I attended a planning session on the Voyager trajectories. It was one of the most memorable of my career," Meyer said. "The discussion included topics like what meteorite belts to avoid, whether it was safe to fly through Saturn's rings and the locations of the planetary moons that would be encountered along the way."

Voyager 1, launched 16 days



ON AUG. 20, 1977, a Titan/Centaur 7 lifted off from Complex 41 at Cape Canaveral Air Force Station to send the 1,800-pound Voyager 2 spacecraft on an odyssey through the outer planets. Below, a gold-plated record with "Sound of Earth" is mounted on its flight bracket on the mission module of the Voyager 1 spacecraft.



after Voyager 2, traveled on a more efficient trajectory and beat its sister ship to Saturn.

David Bragdon was a NASA launch vehicle integrator in ELV for both missions. "Our work started early, well before launch, to ensure the spacecraft/vehicle interfaces were correct," he recalled from his home on Merritt Island.

"I was impressed by the dedication of the Cal Tech graduate students. The importance of the missions made this, for some, the highlight of their careers. They ate, slept and lived for the

Voyagers and were ecstatic to be working on the project."

By design, these probes should not die, but travel to the edges of the galaxy. A golden record aboard each Voyager carries greetings, images and sounds from Earth with directions on where to return the spacecraft if it is ever recovered.

Both Voyagers are now probing the sun's outer heliosphere and its boundary with interstellar space. Each logs approximately 1 million miles per day. Voyager 1 is the most distant human-made object at about 9.7 billion miles from the sun.

Explorer program anniversary organizers seeking past employees



SPACEPORT EMPLOYEES in a blockhouse on Cape Canaveral ready for the launch of Explorer 1 on Jan. 31, 1958. Former workers from the mission are invited to events to commemorate the 50th anniversary of the launch.

A series of exciting activities on Jan. 31 in the Cape Canaveral area will mark the 50th anniversary of the launch of America's first satellite, Explorer 1, on a Jupiter C rocket from the Cape.

The activities will include a banquet sponsored by the NASA Alumni League, the Redstone Missile Pioneers, the U.S. Air Force Space and Missile Museum in Cape Canaveral and NASA's Kennedy Space Center.

Event coordinator Norman Perry is seeking reunion participants who were involved in the Explorer program with the U.S. Army Ballistic Missile Agency, Jet Propulsion Lab, U.S. Air Force or supporting contractors on Jan. 31, 1958.

For more information about the event activities, which are open to the public, contact Perry at (321) 480-0688.

WELDON . . . (Continued from Page 6)

"Contractors don't work for the federal government, but I think everybody here goes to work for America's space program."

During the transition from the space shuttle to the new crew launch vehicle, which he describes as going "back to the future" because of its Apollo-style design, Weldon emphasized the vital need to keep the work force in place for the last shuttle launch.

"My goal is not trying to prevent budget cuts, but to increase NASA's budget," he said, hoping to benefit NASA's future.

Weldon explained that many government leaders do not understand the importance of NASA because they represent suburban or urban areas, so their concerns are different. Weldon encouraged workers to promote NASA to government leaders, regardless of party affiliation, and to contractor leadership and Chambers of Commerce.

2007 Combined Federal Campaign committee begins planning

Members of this year's Kennedy Space Center Combined Federal Campaign committee recently gathered to discuss the upcoming campaign for the civil service work force.

Also known as the CFC, the campaign is an annual event which provides an easy opportunity for federal employees to give to those in need. The CFC will kick off at 10 a.m. on Oct. 9 in the Training Auditorium.

Other upcoming CFC events include a new employee orientation and ice cream social on Sept. 20 and a five-week charity showcase event which will help KSC employees get to know some of the local participating charities.

The campaign will run through Nov. 9.

KSC employees have consistently supported the CFC, raising a total of more than \$850,000 the past two years.

In 2005, when hurricane devastation was at its peak in the community, KSC employees put aside their personal concerns and presented United Way with a \$432,000 check.

KSC is also a top campaign contributor compared to other NASA centers.

For more information, visit the CFC Web site at

www.cfc.ksc.nasa.gov or contact your directorate's CFC unit coordinator.



MEMBERS OF the 2007 Combined Federal Campaign committee include, from left, Kelli McCoy (co-chairwoman), Dave Mayall, Anjanette Wicks, Lisa Singleton, Emily Unbehaun, Jan Justice, Pat Christian, Center Director Bill Parsons (sitting), Karen Childree, Karen Dubois, Laurie Brown, Ginger Arrington, Ismael Otero, and Tom Eye (chairman).

Space Coast FEW seeks donations for Sharing Centers

The Space Coast Chapter of Federally Employed Women is seeking canned goods and personal care items to assist the Brevard Sharing Centers. The group, also known as FEW, is helping the charities for "Make a Difference Day" and hopes to collect enough to benefit the Central and North Brevard centers.

Suggested items include canned foods, peanut butter, jelly, packaged rice and pasta meals, and

other non-perishable items, as well as personal care items such as toothpaste, toothbrushes, shampoo, cream rinse, soap, shaving cream, razors, diapers of all sizes, wipes and toilet paper.

The following are contacts at areas with collection boxes for donations: Irene Laturno, 476-2626, Cape Canaveral Air Force Station Hangar R&D, room 109; Martha Carroll, 853-6858, CCAFS 45 CES/CVP building 60600,

room 2025; Mary McMains, 867-7406, Central Supply Building, room 101; Laurie Brown, 867-4166, Central Instrumentation Facility, room 302B; Dawn Partlow, 853-5356, CCAFS, E&O Building, room 2030G;

Sandra Getter, 867-6951, Engineering Development Laboratory, room 203; Linda Rhode, 867-2455, Headquarters Building, room 1114A; Debi Bledsoe, 867-2028, HQ, room 2142; Mary Baldwin, 867-3322, HQ, room 3144; Sandy Eliason, 861-9309, Launch Control Center, room 4P23B;

Jim Hall, 867-1089, Base Support Building, room 141; Charmel Jones, 867-2938, Operations and Checkout Building, room 1073M2; Brian Luther, 861-3837, Operations Support Building, room 5301D; Arden Belt, 867-2468, Press Site, room 1000; and Tina Adams, 867-6054, Space Station Processing Facility, room 3074D.

The project continues through Oct. 26. If you would like to set up a collection box in your area or have questions, contact Sandra Getter at 867-6951 or Cassandra.F.Getter@nasa.gov.

Enjoy the Intercenter Walk/Run at landing facility

The Kennedy Space Center Fitness Centers are sponsoring the Intercenter Walk/Run which will start at 5 p.m. Sept. 18 at the Shuttle Landing Facility. The 2-mile walk/run, 5K run and 10K run are free for all spaceport employees. Stop by either fitness center by Sept. 14 to pre-register. Late registration will take place at the race. Anyone interested in being a volunteer should call 867-7829 or e-mail Debra.L.Orringer@nasa.gov.



PARTICIPANTS IN the 2007 Intercenter Walk/Run at the Shuttle Landing Facility will be treated to a catered dinner after the event. This photograph shows attendees after the 2006 walk/run.



John F. Kennedy Space Center

Spaceport News

Spaceport News is an official publication of the Kennedy Space Center and is published on alternate Fridays by External Relations in the interest of KSC civil service and contractor employees.

Contributions are welcome and should be submitted two weeks before publication to the Media Services Branch, IDI-011. E-mail submissions can be sent to Jeffery.Stuckey-1@ksc.nasa.gov.

Managing editor.....Amber Philman
Editor.....Jeff Stuckey
Copy editor.....Corey Schubert

Editorial support provided by InDyne, Inc. Writers Group.

NASA at KSC is located on the Internet at <http://www.nasa.gov/centers/kennedy>
USGPO: 733-049/600141